

steadfast adherence to supporting national security and maintaining an adequate National defense since its foundation in 1922.

179,000 Reservists met the call in Korea. They were there in Viet Nam. 166,000 in the Persian Gulf and today 5,000 are on duty in Bosnia.

Let us hereby resolve that the torch of freedom that was lit 75 years ago on this spot shall burn ever more brightly in our hands for all the years to come in defense of liberty and justice for all.

URGING CONSIDERATION OF ISTEA LEGISLATION

Mr. INOUE. Mr. President, I rise today to urge my colleagues to begin immediate consideration of the ISTEA reauthorization legislation. The current federal funding authorization for our nation's roads and bridges expires May 1st. If we allow this funding authority to expire, the ability of our state and local agencies to plan, design, implement, and manage transportation improvements and resources will be compromised.

This lapse in new highway funding authority will jeopardize highway projects and safety programs across our country, and will have significant effects on Hawaii.

Federal highway projects support approximately 5,816 jobs in Hawaii, and without a reauthorization of the ISTEA legislation, those 5,816 people may lose their jobs. In addition to employment effects, an expiration of ISTEA spending authorization will place the safety of all Hawaii's citizens at risk. More than half, 51%, of Hawaii's bridges are structurally deficient or functionally obsolete. Further, 28% of Hawaii's major roads are in poor or mediocre condition, which increases the possibility of motor vehicle crashes.

A failure to reauthorize this transportation spending authority will only increase the cost Hawaii's motorists currently pay due to poor road conditions. Each Hawaii motorist pays an additional \$102 each year in extra vehicle repairs and operating costs caused by driving on roads in need of repair. Furthermore, 45% of Hawaii's urban freeways are congested, which costs Hawaii's motorists in wasted time and fuel.

"The effects of our failure to reauthorize the ISTEA legislation will be felt not only in Hawaii, but also in every state in the nation by every citizen of our nation. Every single citizen benefits from our transportation infrastructure every day. Even if you do not drive you benefit from our transportation system through the products you consume that were transported via our roads and highways. The development of our transportation infrastructure helped fuel the development of our nation. We must not let it fall into disrepair.

There may be concerns that the proposed ISTEA legislation is not the best way to meet our country's transportation needs. We must allow ourselves

ample time to debate and consider all the issues surrounding ISTEA reauthorization, so that we may pass the most effective legislation. We must bring this legislation to the floor now.

Mr. LOTT. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. LOTT. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1998

Mr. LOTT. Mr. President, I see that the distinguished chairman of the committee that has jurisdiction over the surface transportation bill is in the Chamber. I believe that the ranking member is on his way. In fact, I see he has just arrived in the Chamber.

So, I now move to proceed to S. 1173, the Intermodal Surface Transportation Efficiency Act of 1997.

The PRESIDING OFFICER. The question is on agreeing to the motion. The motion was agreed to.

The PRESIDING OFFICER. The clerk will report.

The legislative clerk read as follows:

A bill (S. 1173) to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes.

The Senate resumed consideration of the bill.

Pending:

Chafee/Warner amendment No. 1312, to provide for a continuing designation of a metropolitan planning organization.

Chafee/Warner amendment No. 1313 (to language proposed to be stricken by the committee amendment, as modified), of a perfecting nature.

Chafee/Warner amendment No. 1314 (to amendment No. 1313), of a perfecting nature.

Motion to recommit the bill to the Committee on Environment and Public Works, with instructions.

Lott amendment No. 1317 (to instructions of the motion to recommit), to authorize funds for construction of highways, for highway safety programs, and for mass transit programs.

Lott amendment No. 1318 (to amendment No. 1317), to strike the limitation on obligations for administrative expenses.

Mr. LOTT. Mr. President, I ask unanimous consent that it not be in order to offer any amendments relative to funding or financing prior to the Senate resuming consideration of the bill on Wednesday, March 4, 1998.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LOTT. Mr. President, I would like to state at this point that I did consult with the leaders of the committee and with the Democratic leader about this issue. There are still discussions underway with regard to funding, whether or not some additional funds would be available, and how much.

There will be meetings occurring on that, I am sure, later on this afternoon, tonight, and over the weekend. But there are a number of amendments that are pending to this bill that we can go ahead and take up that would take some time for debate and be considered and have debate and vote. It is my hope that we can get our colleagues to come on to the floor, offer amendments, and, hopefully, we could even have some amendments disposed of this afternoon.

I have indicated to the Democratic leader that we have to expect votes on Monday and Friday in March, because we have not only this very important bill but a number of other important bills. We are just going to have to start having votes in order to complete this very ambitious agenda.

Does the Senator wish me to yield?

Mr. DASCHLE. Mr. President, I thank the majority leader. I think he just clarified it. I just came from our Policy Committee luncheon. The question was asked about votes tomorrow. I assured them it was the majority leader's expectation that there would be votes, and I think he just confirmed that it is his expectation that we will see votes on Friday. At what point could we expect to see votes on Monday?

Mr. LOTT. I think we would honor our previous understanding that we would stack votes, if any were available, for 5 o'clock Monday afternoon. But, again, we will consult and have some further announcement on this after we get a better feel of how it is going to go later on today or before we go out for the week.

Mr. President, I further ask unanimous consent that it be in order for me to withdraw all amendments and the pending motion pending to S. 1173, except the pending committee amendment, and it be further modified to be in the form of a complete substitute subject to further amendments.

The PRESIDING OFFICER. Without objection, it is so ordered.

AMENDMENTS NOS. 1312, 1313, 1314, 1317, 1318, AND MOTION TO RECOMMIT WITHDRAWN

Mr. LOTT. Mr. President, therefore, I withdraw amendments numbered 1312, 1313, 1314, 1317, and 1318 and the motion to recommit.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LOTT. Mr. President, again, what we are doing here, without going back and touching on last year's history—I do not want you to recall that—we did have some amendments that had been added to the tree, so to speak. We are withdrawing all of these now. We have the substitute bill out of committee. It is ready for amendments, and Senators will be able to come and offer their amendments, and we will have debate and vote.

AMENDMENT NO. 1676.

(Purpose: To provide a substitute)

Mr. LOTT. Mr. President, so, on behalf of the chairman, I further modify the committee amendment to reflect